

Scheme	Details of scheme
1. Programme of cycle improvements to improve cycle access in town	<p>1. Battle ditches from Abbey Lane to Saxon Way - Widen existing tarmac path to permit cycle path (no need to separate) along top of battle ditches, as per 1998 ECC Cycle Strategy proposal, which establishes continuity between the town centre and the cycle route along Wenden Road (via Abbey Lane, the battle ditches and Saxon Way)</p> <p>2. Abbey Lane - make two-way for cycling up to High St junction; may need small island at High St end</p> <p>3. Gold St - Make 2-way for cyclists. Need to change street signs and introduce on-carriageway signage, and suggest advisory cycle lane at south end, but no other changes needed. Enables cyclists to reach the town centre from the south avoiding the High St / George St junction.</p> <p>4. Audley Road - Make 2-way for cyclists between Station Street and Fairycroft Road (change of signs and signage on carriageway or formal path as preferred)</p> <p>5. Market Row - make 2-way for cyclists</p> <p>6. Museum Street - make 2-way for cyclists</p> <p>7. London Road / Gibson Gardens - remove cycle prohibition on cut through behind UDC offices</p> <p>8. King St - make two way for cycling; possibly introduce an advisory lane or just allow 2-way cycling (change of signs and signage on carriageway</p> <p>9. South Road - make 2-way for cyclists (change of signs and signage on carriageway - space for formal cycle path in parts potentially?)</p> <p>10. Market Hill - Make 2-way for cyclists (change of signs and signage on carriageway - no space for formal cycle path)</p> <p>11. High St / Park Lane - cycle access on cut through between High St and Park St - dropped kerb if not installed as part of High St crossing</p> <p>12. Ashdon Road - on wide pavement on south side, delineate part as cycle path between Elizabeth Way and Hollyhocks Road - should just require white line and carriageway markings?</p>
2. Improvements on Common (within control of SWTC, and payable by SWTC)	<p>1. Pedestrian / cycle path across bottom of Common to link Chater's Hill and Common Hill as well as improving access to the playground; would permit cycling and make pedestrian use in winter much easier. Route to following the existing muddy path, run south of the car park, between the trees and stream, past playground to Chater's Hill, with a dropped kerb at Chater's Hill and with links to playground and to bridge across the stream</p> <p>2. North-west corner of Common; extend pavement (ideally with more sustainable surface than tarmac) down west side as far as street table on Common Hill to allow better crossing point. Improve slope down onto Ashdon Road from existing path</p> <p>3. North-east corner of Common - reduce gradient and improve generally where path across top of Common meets Chater's Hill - it's very unuser-friendly at present</p>
3. Improve access across High St between King St and Park Lane for access to Swan Meadow	<p>1. Raise roadway ("street table") on High Street from Cross Keys corner to path down to Park Lane, to make crossing easier for pedestrians, especially buggies / wheelchairs as there is currently no dropped kerb, and establish more obvious connection between town centre and Swan Meadow (or install different surface on road and a dropped kerb); or</p> <p>1. Pedestrian crossing in front of and just north of Cross Keys</p>
4. General minor street improvements for East St, Fairycroft Road and Cates Corner to allow better access and safer negotiation of junction from Common side of East St to Common Hill	<p>1. East Street -install build out immediately after double yellow lines and before residents' parking at west end to allow much easier crossing (Note - zebra crossing previously refused by ECC)</p> <p>2. Fairycroft Road - install large traffic island in middle of road at junction with East St. to allow pedestrian refuge; because of large swept path of Waitrose etc lorries would need a very low island so that lorries can drive over when necessary [pedestrian crossing refused by ECC]. Ideally build out pavement on east side to allow better visibility and safer pedestrian access without affecting turning circle</p> <p>3. Hill Street - install dropped kerb near East St to face existing dropped kerb on south side</p>
5. Zebra crossing on Little Walden Road as near as possible between Castle St and Pound Walk	<p>Zebra crossing to allow safe access into town from Pound Walk / Shed's Lane and the roads leading off it.</p>

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6. General package of minor street improvements (possibly join with Cates Corner improvements)	<ol style="list-style-type: none"> <li>1. High St - dropped kerb outside Gray Palmer to match one on other side of road</li> <li>2. Widen traffic islands where possible to give pedestrians better refuge, such as top of High St, north of Common Hill mini-roundabout</li> <li>3. Park Lane - widen pavement on south side where road is very wide; get rid of Road Priority street sign, which dominates the view, and establish some benches to help mobility impaired between Swan Meadow and the town centre. Plant trees at town end if possible</li> <li>4. Hill St - Widen very narrow pavement outside Prezzo up to fire station entrance - still plenty of room for fire engines to enter</li> <li>5. Church St / Common Hill - All arms of the junction are difficult - look at widening pedestrian refuges and possibly bringing forwards, or moving position of central island</li> <li>6. Little Walden Road - small piece of pavement on Caton's Lane corner</li> </ol>
7. Zebra crossing on Ashdon Road between Chater's Hill and Highfields	<ol style="list-style-type: none"> <li>1. Zebra crossing to allow safe crossing from Highfields, and roads feeding into it across Ashdon Road</li> </ol>
8. Street table at junction of Church St and Museum St, possibly in association with other Church St works	<ol style="list-style-type: none"> <li>1. Raise roadway at junction with Museum St and Market Hill to create street table, to calm traffic and provide a safer pedestrian crossing point. Widen pavement outside Mullucks and Fanny &amp; Franks.</li> <li>2. Possibly widen pavement a small amount at Common Hill end to allow safer crossing gradient for buggies and mobility scooters</li> <li>3. Possible road build out just east of the Kings Arms, to allow pedestrians to use the pavement on the south side and then cross easily where the pavement stops; at least dropped kerb to allow easier crossing before pavement runs out</li> </ol>
9. 20mph zone	<ol style="list-style-type: none"> <li>1. 20mph zone - area to be agreed; town centre and / or outside schools and / or other roads eg Ashdon Rd, Little Walden Road</li> </ol>
10. Proposals deemed by ECC to be unfeasible	<ol style="list-style-type: none"> <li>1. Hill Street / Cates corner - Widen pavement on south side where very narrow, and align crossing points to allow much easier crossing</li> <li>2. George St - widen very narrow pavement outside Dorringtons; consider also widening on both sides. Could also narrow the road at this point to establish another safe pedestrian crossing point at this point without affecting traffic flow, as one-way anyway. Would need to extend double yellow lines on corner of Gold St up to Oxfam</li> <li>3. Church St / Common Hill Build out pavement on south side at junction with Common Hill to make crossing distance much smaller; realign kerb dropdowns so that they face each other and reduce gradient to the dropdown</li> <li>4. Newport Road - pedestrian crossing near Beeches Close?</li> </ol>
11. Other	<ol style="list-style-type: none"> <li>1. Common Hill / Rose &amp; Crown Walk Path across Common comes out opposite Rose &amp; Crown Walk, but access is difficult. Built out south side of Rose &amp; Crown Walk considerably, to face Common path, and change road surface to show crossing</li> <li>2. Ashdon Road - any other crossings, eg near Harvey Way?</li> <li>3. Bridge St crossing near Castle St - many SWCHS children cross, coming from King St then through Myddleton Place</li> <li>4. Landscape View - crossing near Tesco Express?</li> <li>5. Audley End Road - path on the west side in front of SWCHS from the existing path at the zebra crossing up to the main school entrance, to allow visitors to the school to use the zebra crossing rather than having to cross at the school entrance</li> <li>6. Safe crossing of London Road near Borough Lane junction / UDC offices</li> </ol>